

INTERNATIONAL TRUCK AND ENGINE CORPORATION

EXECUTIVE ORDER A-004-0300 New Engines for Diesel or Incomplete Medium-Duty Vehicles

Pursuant to the authority vested in the Air Resources Board by Health and Safety Code Division 26, Part 5, Chapter 2; and pursuant to the authority vested in the undersigned by Health and Safety Code Sections 39515 and 39516 and Executive Order G-45-9;

IT IS ORDERED AND RESOLVED: The engine and emission control systems produced by the manufacturer are certified as described below for use in diesel or incomplete medium-duty vehicles with a manufacturer's GVWR from 8501 to as described below for use in diesel or incomplete medium-duty vehicles with a manufacturer's GVWR from 8501 to as described below for use in diesel or incomplete medium-duty vehicles with a manufacturer's GVWR from 8501 to as described below for use in diesel or incomplete medium-duty vehicles with a manufacturer are certified as described below for use in diesel or incomplete medium-duty vehicles with a manufacturer are certified as described below for use in diesel or incomplete medium-duty vehicles with a manufacturer's GVWR from 8501 to as described below for use in diesel or incomplete medium-duty vehicles with a manufacturer are certified as described below for use in diesel or incomplete medium-duty vehicles with a manufacturer's GVWR from 8501 to as described below for use in diesel or incomplete medium-duty vehicles with a manufacturer's GVWR from 8501 to as described below for use in diesel or incomplete medium-duty vehicles with a manufacturer's GVWR from 8501 to as described below for use in diesel or incomplete medium-duty vehicles with a manufacturer's GVWR from 8501 to as described below for use in diesel or incomplete medium-duty vehicles with a manufacturer's GVWR from 8501 to as described below for use in diesel or incomplete medium-duty vehicles with a manufacturer's GVWR from 8501 to as described below for use in diesel or incomplete medium-duty vehicles with a manufacturer's GVWR from 8501 to as described below for use in diesel or incomplete medium-duty vehicles with a manufacturer's GVWR from 8501 to as described below for use in diesel or incomplete medium-duty vehicles with a manufacturer's GVWR from 8501 to as described below from 8501 to a

MODEL T	ounds. Product	EMISSION STD	FUEL TYPE 1	STANDARDS & TEST	ENGINE SIZES (L)	ECS & SPECIAL FEATUR	ES 3	OBD COMPLIANCE
YEAR E	ENGINE FAMILY	CATEGORY 2		PROCEDURE	6.0	DDI, TC, CAC, ECM, EGR,OC		OBD(F)
2006	6NVXH06.0AED	ULEV	Diesel	Diesel			ENGINE (L)	OBD COMPLIANCE
	ENGINE MODELS / CODES (rated power, in hp) A325C / A325C (325 hp), A235C / A235C (235 hp)							
			+	*				
	 	*						
	 	*						
		icle weight rating; 13 C	* CCR xyz=Title 13, Californi	a Code of Regulations,	Section xyz; 40 C	FR 86.abc=Title 40, Code of Fede ≃=bi fuel; DF=dual fuel; FF=flexible	ral Regulations	s, Section 86.abc; (2004may26)

L=liter; hp=horsepower; kw=kilowatt;
CNG/LNG=compressed/liquefied natural gas; LPG=liquefied petroleum gas; E85=85% ethanol fuel; MF=multi fuel a.k.a BF=bi fuel; DF=dual fuel; FF=flexible fuel;
CNG/LNG=compressed/liquefied natural gas; LPG=liquefied petroleum gas; E85=85% ethanol fuel; MF=multi fuel a.k.a BF=bi fuel; DF=dual fuel; FF=flexible fuel;
SULEV / ULEV / LEV=super ultra / ultra / low emission vehicle;
ECS=emission control system; TWC/OC=three-way/oxidizing catalyst; WU (prefix) =warm-up catalyst; DFF=diesel particulate filter; HO2S/O2S=heated/oxygen sensor; HAFS/AFS=heated/air-sensor control system; TWC/OC=three-way/oxidizing catalyst; WU (prefix) =warm-up catalyst; DFF=diesel particulate filter; HO2S/O2S=heated/oxygen sensor; GARB=gaseous carburetor;
ECS=emission control system; TWC/OC=three-way/oxidizing catalyst; WU (prefix) =sequential/multi port fuel injection; DGI=direct gasoline injection; GCARB=gaseous carburetor; fuel-ratio sensor (a.k.a., universal or linear oxygen sensor); TBI=throttle body fuel injection; SFI/MFI=sequential/multi port fuel injection; PAIR/AIR=pulsed/secondary air injection; SPL=smoke puff limiter; HDI/DDI=indirect/direct diesel injection; TC/SC=turbo/super charger; CAC=charge air cooler; EGR=exhaust gas recirculation; PAIR/AIR=pulsed/secondary air injection; SPL=smoke puff limiter; HDI/DDI=indirect/direct diesel injection; TC/SC=turbo/super charger; CAC=charge air cooler; EGR=exhaust gas recirculation; PAIR/AIR=pulsed/secondary air injection; SPL=smoke puff limiter; HDI/DDI=indirect/direct diesel injection; TC/SC=turbo/super charger; CAC=charge air cooler; EGR=exhaust gas recirculation; PAIR/AIR=pulsed/secondary air injection; SPL=smoke puff limiter; HDI/DDI=indirect/direct diesel injection; CAC=charge air cooler; EGR=exhaust gas recirculation; PAIR/AIR=pulsed/secondary air injection; SPL=smoke puff limiter; HDI/DDI=indirect/direct diesel injection; CAC=charge air cooler; EGR=exhaust gas recirculation; PAIR/AIR=pulsed/secondary air injection; SPL=smoke puff limiter; HDI/DDI

Following are: 1) the FTP exhaust emission standards or family emission limit(s) as applicable under 13 CCR 1956.8; 2) the EURO and NTE limits under the applicable California exhaust emission standards and test procedures for heavyduty diesel engines and vehicles (Test Procedures); and 3) the corresponding certification levels, in g/bhp-hr, for this engine family. "Diesel" CO, EURO and NTE certification compliance may have been demonstrated by the manufacturer as provided under the applicable Test Procedures in lieu of testing. (For dual- and flexible-fueled engines, the CERT values in brackets [] are those when tested on conventional test fuel.)

ickets []	are those when tested on conventional test tuel.)						T co		PM		нсно	
	T NMHC		NOx		NMHC+NOx				FTP	EURO	FTP	EURO
	L	EURO	FTP	EURO	FTP	EURO	FTP	EURO		 	0.050	0.050
	FTP	EURO		+	2.5	2,5	14.4	14.4	0.10	0.10	0.030	0.000
D O	0.5	0.5	L			 	·	*		1 * 1	*	<u> </u>
L	†	*	*	*			<u> </u>		0.10	0.07	0.039	0.019
	1-04	0.1 0.1	· ·	•	2.3	2.2	1.2	0.4			0.0625	
RT	J			<u> </u>	3,125		18.0		0.125			
			*		3.120		propean Steady-State Cycle; NTE=Not-to-Exceed emission limit; STD=standard or					or emission te

4 g/bhp-hr=grams per brake horsepower-hour; FTP=Federal Test Procedure; EURO=Euro III European Steady-State Cycle; NTE=Not-to-Exceed emission limit; STD=standard or emission to the procedure; EURO=Euro III European Steady-State Cycle; NTE=Not-to-Exceed emission limit; STD=standard or emission to the procedure; STD=standard o

BE IT FURTHER RESOLVED: Certification to the FEL(s) listed above, as applicable, is subject to the following terms, limitations and conditions. The FEL(s) is the emission level declared by the manufacturer and serves in lieu of an emission standard for certification purposes in any averaging, banking, or trading (ABT) programs. It will be used for determining compliance of any engine in this family and compliance with such ABT programs.

BE IT FURTHER RESOLVED: The listed engine models have been certified to the optional emission standards and test **BE II FUNTHER RESULVED:** The listed engine models have been certified to the optional emission standards and test procedures in 13 CCR 1956.8 applicable to diesel or incomplete medium-duty vehicles with a GVWR from 8501 to 14000 pounds and, therefore, shall be subject to 13 CCR 2139(c) (in-use testing of engines certified for use in diesel or incomplete medium-duty vehicles with a 8501-14000 pound GVWR).

BE IT FURTHER RESOLVED: For the listed engine models the manufacturer has submitted the materials to demonstrate certification compliance with 13 CCR 1965 (emission control labels), 13 CCR 1968.2 (on-board diagnostic, full or partial compliance), and 13 CCR 2035 et seq. (emission control warranty).

Engines certified under this Executive Order must conform to all applicable California emission regulations.

The Bureau of Automotive Repair will be notified by copy of this Executive Order.

gw____day of April 2005. Executed at El Monte, California on this ___

Rephal Surrows 7 Allen Lyons, Chief Mobile Source Operations Division